



THE HONGKONG TELEGRAPH

HONGKONG, WEDNESDAY, OCTOBER 19, 1892.

Intimations.

THE MOUNT AUSTIN HOTEL,

Telegraphic address, "EXCELSIOR," Hongkong. 1,400 FEET ABOVE SEA LEVEL. Telephone No. 35. A. B. C. Code.

TARIFF FROM DECEMBER 1ST, 1892, UNTIL APRIL 30TH, 1893, SUBJECT TO ACCOMMODATION BRING AVAILABLE.

Board and Lodging by the Day, one person \$ 3.00
Board and Lodging by the Day for Married Couples occupying one room 4.50
Board and Lodging by the Month, one person 60.00
Board and Lodging by the Month for Married Couples occupying one room 100.00

(CHILDREN BY SPECIAL ARRANGEMENT.)

Sitting-room by the Day \$ 2.50
Sitting-room by the Month 30.00
Extra Bed-room by the Day 2.00
Extra Bed-room by the Month 20.00
Bed and Breakfast 2.50
Breakfast 0.75
Tiffin \$ 1.00
Dinner 1.50
European Servants by the Day 1.00
European Servants by the Month (Bedroom extra) 30.00
Chinese Servants by the Day 0.15

TRAMWAY TICKETS will be supplied to RESIDENTS and VISITORS at the Hotel at reduced rates. For further Particulars apply at the Company's Offices, 38 and 40, Queen's Road Central, or to R. ISHERWOOD, Manager, Mount Austin Hotel. Hongkong, 13th October, 1892. [1018]

CENTRAL HOTEL, SHANGHAI.

THIS long established SELECT Family Hotel, situated on the Bund, facing the river, in the centre of the Settlements, has lately undergone extensive alterations, and is now fitted with the latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites and Single Rooms, with hot and cold water laid on, DOUCHE, SHOWER SPRAYS, etc., and heated to a comfortable temperature during winter.

SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.

The Electric Lighting now partly laid on will be completed during this year, 1892.

An Assistant will attend on Passengers by Mail Steamers.

N.B.—TELEGRAPHIC ADDRESS:—"CENTRAL, SHANGHAI."

F. E. REILLY,
PROPRIETOR.

666)

THE MIKE COAL MINING COMPANY.

THE MIKE COAL is a BITUMINOUS COAL of dark reddish colour. For steam purposes it has been pronounced to be the best and the most economical of all the Japanese Coals. Its export is increasing yearly, and the opinions expressed by several of the largest regular consumers are in testimony of the excellent qualities of this coal.

Attention is called to the following advantages to Ship's Owners and Captains, who coal their bunkers direct from the Undersigned:—

FRESHNESS of the coal.

UNIFORMITY of quality.

FREEDOM from impurities.

Supply in any quantity on shortest notice.

Quick despatch.

BEST of weight, etc., etc.

MITSUI RUSSIAN KAISHA,
Sole Agents.

Hongkong, 5th September, 1892. [890]

SAI-PANG COALS.

THE Undersigned begs to inform the Public that he has appointed HOP-WO-LOONG as Agents in Hongkong for the Sale of the SAI-PANG COALS of the HONDO COAL MINES, Japan.

KONOMI TAKASUKE,
Owner of the Hondo Coal Mines.

WE the Undersigned are ready to supply COALS of the above Mines, weight and quality guaranteed, in any quantity with the quickest dispatch.

HOP-WO-LOONG,
Agents for the Hondo Coal Mines,
Nos. 36 & 37, Praya Central.

Hongkong, 26th August, 1892. [855]

KING WO CHEONG.

COAL MERCHANTS, SHIP'S COMPRA-
DORES, STEVEDORES, &c.

Have for Sale a cargo of AKAIKI COAL,
ex S.S. "BENGLOE."

MR. J. W. BOYD, Superintendent at Kowloon Docks, reports that AKAIKI COAL GIVES TEN PER CENT. BETTER RESULTS than any Japanese Coal he has ever used.

For full particulars as to price, &c.,
Apply to

KING WO CHEONG,
No. 34, Praya Central.

Hongkong, 19th September, 1892. [731]

PRIVATE BOARD-AND-RESIDENCE,
"GLENKALY BUILDINGS,"
(Nos. 18 and 14, Wyndham Street.)

MRS. GILLANDERS has VACANCIES
for RESIDENT BOARDERS and VISITORS,
also Accommodation for TABLE BOARDERS.
Hampden, 4th July, 1892. [650]

LEVY HERMANOS.

IMPORTERS of JEWELLERY and DIAMONDS in great variety; by every Mail, fresh consignments of latest Novelties from Europe.

CHRONOMETERS, CLOCKS, and
WATCHES of all kinds. Handsome TIME-
PIECES, and all kinds of Opticians' Goods.

LEVY HERMANOS,
10, Queen's Road Central,
Opposite the Telegraph Companies' Office.
Hongkong, 16th September, 1892. [924]

G. FALCONER & CO.,

WATCH and CHRONOMETER MANU-
FACTURERS and JEWELLERS.
NAUTICAL INSTRUMENTS,
CHARTS and BOOKS.
No. 48, Queen's Road Central. [632]

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH and CLOCK-
MAKERS, JEWELLERS, SILVER-
SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis' Anderson's Watches.
Awarded the Highest Prizes at every Exhibition.
and the Gold Medal and Medal of Honour.
CELEBRATED OPERA GLASSES.
MARINE GLASSES and SPUGGLASSES.
No. 5, Queen's Road Central. [620]

Hotels.

BAY VIEW HOTEL.

MR. OSBORNE begs to remind the Public that every possible arrangement has been made for the comfort and convenience of Visitors to this popular Summer Resort. "BAY VIEW" occupies the best situation on the Shan-ki-wan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launches can at any time come alongside the jetty adjoining the spacious lawn.

The Cuisine is unrivalled in Hongkong, and only the best Brands of Wine, Spirits, Cigars, etc., are kept in stock. Private Dinners or Tiffin, prepared in First-class style on the shortest notice, and Meals can be served at all hours.

Hongkong, 2nd May, 1892. [480]

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, having been leased by the Proprietors of the "VICTORIA HOTEL," is NOW OPEN and will be run in conjunction with their HOTEL in Queen's Road, thus enabling them to offer special inducements to Visitors and Residents.

SPECIAL WINTER RATE.

The rate for BOARD and LODGING during the Winter Months, from November 1st to March 31st, has been reduced to FIFTY DOLLARS PER MONTH.

For full particulars apply to

VICTORIA HOTEL.

Hongkong, 11th October, 1892. [814]

THE SHAMEEN HOTEL.

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the 'River Steamer Wharves,' is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally, will be found equal to the best Hotels in the Far East.

The Table d'Hôte is supplied with every luxury in season, and the cuisine is in expert hands.

Wines, Spirits, Malt Liquors, etc., of the best quality only.

A WELL APPOINTED BILLIARD-ROOM.

A. F. DO ROZARIO,
Manager.

Hongkong, 1st September, 1892. [870]

HAUSENSTEIN'S HOTEL,

A.M.O.Y.

THIS First-class FAMILY HOTEL is situated on the beach at KULANGSOO and has First-class Accommodation for Visitors.

An EXCELLENT TABLE is kept, and WINES, SPIRITS, and MALT LIQUORS of the very best quality.

Terms Moderate.

R. HELLWIG,
Proprietor.

Amoy, 1st September, 1892. [885]

WINDSOR HOTEL,

(in Connaught Buildings),

QUEEN'S ROAD, HONGKONG.

THE Windsor House has now been removed to CONNAUGHT HOUSE.

Cuisine under European management. Each Bed-room has its own Bath-room, Hot and Cold water. Passenger Elevator to all Floors.

Charges from \$2 per day upwards.

Special Rates for Families or Permanent Boarders. Offices and Rooms to let Unfurnished, and Rooms with or without Board, by day or month. Apply at the Office, No. 37, 3rd Floor.

Hongkong, 19th August, 1892. [840]

Masonic.

DILIGENTIA LODGE
OF INSTRUCTION.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, TO-MORROW, the 20th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited.
Hongkong, 14th October, 1892. [1020]

ST. ANDREW'S CHAPTER,

HONGKONG, No. 218, S.C.

A REGULAR CONVOCATION of the above Chapter will be held in the FREEMASONS' HALL, Zealand Street, on MONDAY, the 24th inst., at 8 for 8.30 p.m. precisely. Visiting Companions are cordially invited.
Hongkong, 17th October, 1892. [1030]

To be Let.

TO LET.

HOUSES in KNUTSFORD TERRACE, Kowloon.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 30th September, 1892. [975]

TO LET.

NEW HOUSES in RIPON TERRACE—Bonham Road, New Breeze Point.

A LARGE Six-roomed HOUSE at Magazine Gap. Rent inclusive of taxes \$35 per month.

No. 4, BLUE BUILDINGS.

FLOORS in Blue Buildings.

OFFICES—Second Floor, Praya Central (lately occupied by Messrs. Dunn, Melbye & Co.)

GODOWN (under Messrs. Douglas LaPrak & Co.'s Office).

GODOWN, No. 1A, Blue Buildings.

SEMI-DETACHED HOUSES at Magazine Gap. Very cheap Rental.

No. 2, STAUNTON STREET (corner of the Old Bailey).

No. 10, OLD BAILEY.

FIRST FLOOR, No. 22, Elgin Street.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 30th September, 1892. [976]

TO LET.

WITH IMMEDIATE POSSESSION.

THE Large Handsome SHOP, No. 24, Queen's Road Central, lately occupied by Dakin Bros. of China, Limited.

Two Large AIRY ROOMS on the Top Floor of above.

Apply to

DAKIN, CRUICKSHANK & Co., LTD.,
Victoria Dispensary.

Hongkong, 2nd August, 1892. [781]

Intimations.

TAKLEMA COLLIERIES COMPANY,
MOJI.

THIS Company having appointed the Undersigned AGENTS for their Coal, (TAKLEMA AKAIKI) in Hongkong, they are prepared to supply Coal ex-Ship, ex-Godown, or trimmed in Bunkers, at prices to be had on application.

Copies of Reports and Analysis to be seen in the Office of the Undersigned.

CHEE ON & Co.,
Sole Agents.

Nos. 21 & 22, Lee Yuen Street, East.
Hongkong, 26th September, 1892. [933]

DENTISTRY.

FIRST CLASS WORKMANSHIP
AND
MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,
(Formerly attached to the Government, and latterly assistant to Dr. ROBERTS),
HAS REMOVED

TO
THE BANK BUILDINGS,
QUEEN'S ROAD,
(Opposite Hongkong Hotel).

CONSULTATION FREE.

Hongkong, 24th July, 1892. [901]

MAILS EXPECTED.

THE ENGLISH MAIL.

The P. & O. S. N. Co.'s steamer *Surat*, with the outward English mail, left Singapore on the 17th instant at 10 p.m., and is due here on the 23rd.

THE FRENCH MAIL.

The Messageries Maritimes Co.'s steamer *Oron*, with the French mail of the 16th ultimo, left Saigon on the 16th instant at 10 a.m., and may be expected here to-day.

THE AMERICAN MAILS.

The P. & O. S. N. Co.'s steamer *Chios*, from San Francisco, left Yokohama on the 16th instant at noon, and may be expected here on the 22nd.

The O. & O. S. S. Co.'s steamer *Bellevue*, with mails, &c., left San Francisco for this port, via Yokohama, on the 6th instant.

The O. & O. S. S. Co.'s steamer *Pera*, with mails, &c., left San Francisco for this port, via Yokohama, on the 15th instant.

STEAMERS EXPECTED.

The D. D. R. steamer *Lanning*, from Hamburg, left Singapore on the 13th instant, and is due here to-morrow.

The Ocean Steamship Co.'s steamer *Nisiro* left Singapore on the afternoon of the 15th inst., and is expected here on the 22nd.

The P. & O. S. N. Co.'s steamer *Tokoro* left Singapore on the morning of the 18th inst., and is expected here on the 24th.

The P. & O. S. N. Co.'s steamer *Canlo* left Bombay on the 15th instant, and may be expected here on the 2nd proximo.

The Navigators' Generali Italiani steamer *Bormida* left Bombay on the 18th inst., and may be expected here on the 5th proximo.

The Northern Pacific Steamship Co.'s steamer *Yokohama* left Tacoma on the 2nd instant for Japan and Hongkong.

Intimations.

GINGER ALE.

WE have always made good GINGER ALE, and we are now making the best. At various exhibitions and competitions in London and elsewhere, GINGER ALE made by the formula we now use has won 31 PRIZES MEDALS and CERTIFICATES OF MERIT.

In 1890 competed and won against FOUR of the most famed Belfast makers.

The Analyst's report:—

"It is of unexceptionally good quality."
"Particularly pleasant to the taste."
"Decidedly tonic and sustaining."
"In every respect most satisfactory."

ARTHUR HILL HASSALL, M.D.

The ideal temperance beverage.
DAKIN, CRUICKSHANK & Co., LD.
Victoria Dispensary,
Queen's Road Central,
Hongkong, 17th October, 1892.

A. S. WATSON & CO., LD.

SEEDS.

OUR SECOND and LAST SHIPMENT for this Season of VEGETABLE and FLOWER SEEDS, having arrived we strongly advise customers (in order to prevent disappointment) to book their orders at once for all seeds required for late sowing.

This Shipment contains many NEW KINDS highly recommended for this climate.

FARMERS' MANUAL OF GARDENING FOR THE TROPICS.

This work is alike interesting to the student of botany and practical Gardener and comprises a large number of Plants which for the convenience of reference are arranged in separate groups and are headed with their ordinary and botanical names. The cultivation of FLOWERS, VEGETABLES, FRUIT TREES, &c., is practically dealt with and PRUNING, GRAFTING, and MANURING—thoroughly explained.

Price \$5.00.

CLAY'S FERTILIZER.

A High CLAY FERTILIZER for POT PLANTS and for use in the Garden generally. It supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the plants to attain to their full size, vigour and beauty.

Sold in tins containing 10 lbs. each...\$1.50.
25 lbs. each...\$4.00.

Special quotations for large quantities.

RANSOME'S NEW PARIS LAWN MOWERS.

\$17.00 each.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY,

ESTABLISHED A.D. 1841.

Hongkong 15th October, 1892.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, and should be sent to the Editor, but as evidence of good faith.

TO ADVERTISERS.

Advertisements are required to forward all notices intended for insertion in this paper, not later than Three o'clock on the day preceding the day of publication of the paper.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and in therefore the best medium for Advertisers. Terms on application.

The Hongkong Telegraph is a member of the Telephone Central Exchange in No. 1, Telegraphic House, 1, Telegraphic House, Hongkong.

The Hongkong Telegraph.

HONGKONG, WEDNESDAY, OCTOBER 19, 1892.

TELEGRAMS.

THE BOKHARA DISASTER.—The following telegrams have been forwarded for publication:—

SINGAPORE, October 19th.
To the President,
Cricket Club,
Hongkong.

The Singapore Cricket Club sends deep condolences—H. L. McCALLUM.

Reply.

HONGKONG, October 19th.
To Major McCallum,
Singapore.
Hongkong greatly appreciates the sympathy expressed by Singapore.—A. J. LEACH.

Reply to Shanghai C. C.
HONGKONG, October 18th.
To Mr. R. Carr,
Shanghai.

Hongkong greatly appreciates the sympathy expressed by Shanghai. Dr. Lawson and Lieut. Markham arrived this morning.—E. A. RAM.

(From Manila Papers.)

CHOLERA.

MADRID, October 7th.
The Cholera is disappearing from Europe; in the Peninsula there is none.

THE COLUMBUS CENTENARY.
In celebration of the fourth centenary of the discovery of America by Christopher Columbus, a remission has been granted of one fourth of all the criminal sentences in the Spanish colonies.

The Royal party will sail to-night for Cadix, where the foreign squadrons are waiting to escort them to Huelva.

October 12th.
The Centenary celebration commenced to-day, amid great enthusiasm.

Her Majesty the Queen (Regent) has conceded a general pardon to all prisoners in honour of the event.

LOCAL AND GENERAL.

THE Canadian Pacific Railway Co.'s steamship *Empress of Japan* arrived at Yokohama at 6.30 a.m. to-day.

A SPECIAL memorial service, in connection with the *Bokhara* disaster, will be held at St. Peter's Seamen's Church (West Point) at 8 o'clock to-night.

A MARINE Court of Inquiry will assemble at the Harbour Office on Friday, the 21st instant, at 10.30 a.m., to determine the cause of the total loss of the P. & O. steamer *Bokhara*.

A REGULAR meeting of Victoria Lodge, No. 465, will be held in Freemasons' Hall, Zealand Street, on Saturday, the 22nd instant, at 8.30 for 9 p.m. precisely. Visiting brethren are cordially invited.

In honour of the Columbus anniversary, the Philippines Journalists' Association decided to take a general holiday on the 19th inst. and suspend publication of evening papers that day and of morning papers on the 21st.

Sir John and Lady Walsingham left for Europe by the Messageries Maritimes steamer *Sydney* to-day. As regards the "old man" it is, indeed, a case of good riddance of the worst rubbish we've had in the Gorgeous East for many years.

THE London *Times* in a recent editorial, based on the chronicles of the *Arlona*, editorially solemnly admonishes American journalists. One ponderous contemporary would appear to have gone stark, staring silly since the unclean Parnell exposures.

THE Japan *Official Gazette* states that during the 13 days ended the 31st ult. 365 persons were attacked by dysentery in Aichi Prefecture, of whom 78 have died. The above figures bring up the total to 300 patients and 225 deaths from the beginning. The total number of patients officially reported in Ishikawa Prefecture during last month was 309, of whom 57 have died.

OUR Kobe contemporary the *Chronicle* says that when the unfortunate *Marquis of Lorne* was sold at that port two or three months ago, it was generally believed she had been bought by the Japanese for the purpose of being stripped of her copper and broken up. This, it appears, was not the case, for having been repaired in Osaka, where she has been re-caulked and overhauled, the vessel will shortly be towed to Hiko to receive masts, and will, it is believed, be employed in the coasting trade.

It is stated in an anonymous express issued to-day that in consequence of a widely expressed wish that the Special Funeral Service at the Cathedral, which was to be held at 5.30 this afternoon, should be as representative as possible, it has been postponed until the necessary arrangements can be made. The day and hour will be announced as soon as fixed. (We would suggest that the Special Funeral Service be abandoned altogether. It will only be laughed at.—Ed. *Hongkong Telegraph*.)

THE following Hankow tea statistics up to Oct. 14th, with the corresponding returns last season, have been published:—

	1892.	1891.
Hankow Tea.		
Settlements.	114,700 c-chests.	117,100 c-chests.
Shipment to Shanghai on		
Tea account.	14,000 "	14,000 "
Stock.	10,000 "	10,000 "
Arrivals.	17,500 "	17,500 "

	1892.	1891.
KYUENANG TEA.		
Settlements.	14,400 c-chests.	14,400 c-chests.
Shipment to Shanghai on		
Tea account.	11,100 "	11,100 "
Stock.	5,000 "	5,000 "
Arrivals.	21,500 "	21,500 "

The entire business to date as compared with the corresponding circular last year is as under:—

	1892.	1891.
For London & America.	311,000 c-chests.	279,000 c-chests.
For Russia.	100,111 "	90,000 "
	71,111 "	64,000 "

THE following letter from Dr. Griffith John, dated Hankow October 14th and under the heading "The Backdown of Changsha" appears in a recent issue of the *N. C. Daily News*:—"You will be pleased to learn that Governor Wu Tachang arrived at Changsha on the 9th ult. and that he has entered upon his office in person. Chou Han is living in lodgings outside the south gate and is busily engaged in consulting the spirits, and preparing spiritualistic communications, exhorting the aged and reviving Christianity. One of his little placards is to hand, and from it I learn that what is dreaded most is the opening of the province to foreign trade, and the introduction of foreign innovations, such as the electric telegraph. I am hoping to hear soon that Wu has taken the matter in hand, and put a final stop to Chou Han's insane proceedings."

To the foregoing the *Hongkong Telegraph* would like to add that it hopes somebody will shortly take the matter in hand, and put a final stop to the insane proceedings of Dr. Griffith John and the crowd of raving fanatics whose views he claims to represent.

INSPECTOR George Hennessy returned by the *Changsha* from his trip to Australia to-day.

SOME of our readers may have been acquainted with Capt. W. Stenning, of the steamship *Changsha*, and it may interest them to know that this popular shipper went across the unknown border to join Peter last Thursday night. He was taken ill at Newchwang and was sent over to Chefoo, where he passed in his checks. We are awfully sorry, as Stenning was a capital fellow. The Indo-China Co. will no doubt not most liberally in this sad business; if they don't, we shall ask Jardine, Matheson & Co. the reason why.

TO-DAY'S SHIPPING RETURNS.

Inward.
Haiphong steamer, from Holkow.
Changsha " " Sydney.
Yungping " " Chefoo.
Bantam " " Swatow.
Formosa " " Swatow.
Pictola " " Cebu.
Aggregating 5,010 tons, register.

Outward.
Sydney steamer, for Saigon.
Fokien " " Swatow.
Acho " " Holkow.
Chang Hui Tong " " Amoy.
Hongkong " " Yokohama.
Pictola " " Shanghai.
Aggregating 7,938 tons, register.

THE Newchwang correspondent of the *N. C. Daily News* writes, October 18th:—"Already and some of the Northern crops have been shipped before they could be gathered in. Here the thermometer has not yet been below 40° Fahr., but we may have a very cold spell whenever the wind blows from the north for a few days. New grain are arriving daily, but not in sufficient quantity to meet the requirements, and some of the steamers and sailing vessels are being kept on a very long time. There will not be any reason to complain as to the supply of tonnage, a large portion of which cleared for Japan—for which country some ships are being despatched. This, compared with the last few years, is quite a large number. In fact the shipments for Japan this year form quite a large item in the exports, the only previous period when there was a great demand for that country being in 1870, when the supply of oil was not equal to the requirements. Since then there has been a steady decline in the demand for oil, and the place of oil, but considerable quantities of peas and bean cake have been shipped. Steamers are bringing imports in large lots now, but the earnings are restricted very much on account of the competition."

Messrs. WHEELLOCK & Co.'s Shanghai Freight Market Report of the 18th inst. says:—"We have no change to report in rates of freight hereabouts since our last issue. For London.—The volume of trade has shrunk considerably, and we see no prospect of an immediate improvement; on the other hand, cargo for New York has been very plentiful during the latter part of the fortnight, and the *Benzene* has filled her allotment. Coastwise.—A better feeling as the season advances exists, and we hear some settlements have already been made at rather more remunerative rates than hitherto quoted. Nagasaki to Shanghai.—There are no enquiries for tonnage, and quotations remain as before. Quotations are:—Shanghai to London, 35s. per ton for general cargo; 40s. for tea. Shanghai to New York direct, 40s. per ton for tea and general cargo; Nagasaki to Shanghai, \$5.00 for steam and rail; Newchwang to Amoy 22 1/2 cts per picul nominal; Newchwang to Canton 22 1/2 cts per picul nominal; Wuhu to Whampoa 15 cts. per picul. Settlements during the fortnight:—*Adriana*, British ship, 2,418 tons register, Kuchino to San Francisco, private terms. *Luzon*, American ship, 1,339 tons register, Shanghai to New York, private terms. Disengaged vessels in port:—*Mary L. Stone*, American ship, 1,420 tons register; *Arlona*, British barque, 1,085 tons register; *Sigurd*, Norwegian barque, 1,015 tons register.

"EAST POINT ADMIRAL."—Not dead and not going, still on the job, knowing, 1st, hoping by legitimate energy and perseverance to know a great deal more, we shall in due course, in the hands of the *Chronicle*, lay before the public and the interested world at large, the true history, from their commencement up to date of the China and Luzon Sugar Refineries. Give us a little time, "East Point Admirer," and remember that Rome wasn't built in a day. We have had our eagle eye in your second-class show, all the same, for years past, and no doubt our researches and perseverance will come in handy later on. It certainly appears to be a case of war to the bitter and weary end, and we have to say in that we shall win in a common cause. If the "muck's house" (*China Mail* second-hand—original copyright) doesn't recognize the facts that are drawing around their comfortably paying little business—trading for their own special advantage on other people's money—the sooner the local head of the firm does so, the better for T. M. & Co.'s prestige, which, by the way, has dropped pretty low these days. China lately. Condon's (Jas. J.) Bell-traveling makes it convenient to go across to Macao for a blow in this nice cool weather to-morrow! The Editor of the *Hongkong Telegraph* is going across, and as he is quite an old mano hand he would certainly make things lively for any foreign visitors—the hotels are first-class, the bathing appliances beyond reproach, and the sandy beach beyond the Barr at daylight would tempt an anchorite from his cell. Come over, James, and risk the consequences. The *Honam* is certainly a sea-worthy sail.

bring them on to Hongkong, and therefore left the anchorage, with them on board, at 11 a.m. and decided to visit Makung harbour on the way. To interview the Mandarin in charge and thank him, in the name of the English Government, for the special kindness the survivors had received at his hands, and also to impress upon him the importance of sending parties to search for bodies washed on shore, and having them buried; also any cargo to be placed under protest; also to await further instructions.

On the 17th instant, at 4.30 p.m., found the steamer *Taiwan* in the harbour with the British Consul on board (Mr. Warren, from Taiwan). I communicated with him and he informed me that, up to the present, 34 bodies had been washed on shore and buried, 4 being women, which is the correct number of female passengers, viz.:—Mrs. Chan (missionary's wife), Miss Halley, Miss Carnes and Mrs. Stanley, (a stewardess was also in the ship). There are two Chinese survivors on the island of Pa-chai, (European), taken there by junks from the vicinity of Sand Island, by the descriptions given of them it would appear that one is either a Naval engine-room artificer, who was taking passage to Hongkong from H.M.S. *Swift*, or a steward belonging to the *Bokhara*; the other one is not known, but is described as slightly built and young. Mr. Warren intended taking them off the island on Monday the 17th, the place not being far distant.

In view of this calamity not as yet being known in Hongkong, or indeed anywhere on the mainland, in consequence of the wires having broken down for some time past, I decided to make the best of my way to Swatow to report the news to you as soon as possible by telegraph, so as to enable you to receive tidings a day sooner than my arrival at Hongkong, and then proceed from Swatow to Hongkong, with the survivors saved from the unfortunate ship, without delay.

The *Porpoise*, arrived at Swatow on Monday, 17th instant, at 10 a.m., and I sent a telegram to you reporting the loss of *Bokhara*. I left Swatow on Monday, the 17th instant, at 3.15 p.m., and arrived at Hongkong this day at 10 a.m.

During the whole cruise across N.E. monsoon with rough sea was experienced. Commander Burr asked the following summarized report from the ill-fated *Bokhara*, experiences from the time she left Shanghai to the final catastrophe on Sand Island, doubtless compiled from information obtained from Mr. G. Prickett, the Chief officer of the wrecked steamer:—

The steamship *Bokhara* left Shanghai at noon on Saturday, the 8th October, 1892, experiencing a fresh N.E. monsoon, with following moderate sea, which continued steady until, and including the 11th. The *Bokhara* was then ordered to make the coast light, and passed H.M.S. *Porpoise* on 11th, heading about N.W. and an Austrian corvette, going the same way. During Sunday afternoon the wind began to increase, the barometer to fall, and the weather was getting thick; the position by observation was obtained at noon; no land to be seen. At 2 p.m. (Sunday the 9th) the barometer showed 29.88 and was still falling, the approximate position being about 8 miles east of Tung-shan Island, and the ship's course was then altered to make the coast light.

At 10 p.m. (Sunday the 9th) the Commander conferred with his officers as to the advisability of laying the ship to, as the glass had fallen to 29.77 and there was every probability of a typhoon to the southward of the vessel. The sea at that time was very heavy and breaking over her. The "hands" were then turned to and everything was secured for heavy weather. At midnight the glass was 29.76, and the Commander ordered the ship to lay to, and the whole foretop sail. The Chief Officer went on the bridge at 1.45 a.m. (Monday the 10th) and reported everything was ready for laying to. The ship was brought to the wind, going slow, on the port tack, heading from N. 80 E. to N. 50 E. and behaving exceedingly well, although a mountainous sea was running. During this time the wind had been steadily increasing, with furious squalls, the sea being so thick that only about half a mile could be seen all round.

At 4 a.m. on Monday the 10th, the barometer registered 29.60 and was still falling; at 6 a.m. it was at 29.55, and daylight appearing, it was noticed that the water was very much discoloured, after which green water was seen, the lead giving 30 fathoms (mud and sand). Under these circumstances the ship had reached far enough to the eastward to put her on the other tack and work down the Formosa Channel until sea and wind should moderate, the last being by 11 a.m. (Monday the 10th) 29.50 and the sea and wind being terrific. The ship was put at full speed ahead, and the helm put "hard a starboard," but she would only come up to three points from the wind and then fall off again, though repeated efforts were made to get her round, with tarpaulins and sails in the rigging to assist; the other sails on being loosed were blown to ribbons. An attempt was then made to wear, but all to no purpose, the sea and wind being too heavy, so nothing was left but to wait for the weather to moderate.

At 10 a.m. it was blowing a full hurricane, the rolls of the ship being so great that the starboard life-boat was unhooked and rendered useless and had to be cut away for fear of damage to the ship's side. The smoking room was stove in by a sea sweeping the quarter-deck, heaving the jolly boat aboard and at the same time carrying away the life-boat, and the ship was left with the 10th the glass registered 29.27, the wind from the south-westerly direction, her head being S. 50 E. and beam on to the sea, the Commander putting her slow astern as opportunity offered. At this time a heavy roll to starboard took place, shipping a sea at the same time, carrying away all the remaining starboard boats and davits, and breaking in the engine-room skylight, which was battered down, and which was re-secured again, but the sea put into the weather later on, all and forward, which decidedly assisted in keeping the heavy breaking tops from coming aboard.

At 2 p.m. a roll to windward lifted the port life-boat out of the davits which was stove in, and carried clear of the ship, and the 2nd cutter at the same time became unhooked but was re-secured, though practically useless; the only boat being left in the davits was the 3rd port cutter. At 4 p.m. the barometer showed 29.15, but although the wind was blowing with terrific force, still very little water came on board. At 5 p.m. the weather remained the same throughout without any material change in the barometer. At 8 p.m. the glass was steady at 29.15; but at 10 p.m. three heavy seas broke over the ship, breaking in the after sky-light, the Commander's cabin and engine-room skylights and stove-board down and wheel-house, and the last being the first below, the heat and steam being so great that it was impossible for the engineers to get into the engine-room or stove-board. The ship was now unmanageable with no steam, and the Chief Engineer reported that it would be some time before he could possibly be ready; the lead was kept going, 25 fathoms being the average soundings. At 11.35 p.m. the 3rd Officer called the attention of the Commander to a dark object on the lee beam; the lead loomed up large through the drift. The Chief Officer came on the bridge and the reef was then plainly visible about 20 yards off. Nothing could be done. Then the Commander said:—"Good-bye!" to the Chief Officer and 3rd Officer on the bridge and left them to warn the passengers; his words on bidding farewell to his Officers were:

"Good-bye, we have done our best to save the ship and there is nothing more that can be done!" at the same time shaking hands with them all. The Chief Officer and 3rd Officer remained on the bridge with the look-out man and helmsman.

A minute afterwards the steamer struck, grinding her broadside on to a reef extending the whole length of the ship, and heeled over to port; she again struck the reef with fearful force, and as she began to settle down, it must have driven the whole of the starboard side in. The sea in the meantime was breaking clean over all and washed the whole of those who came on the bridge on to the reef, which extended 250 yards from the high land; those that were saved were also thrown in this manner on to the reef, being on the upper deck; of these there were 35—7 Europeans, viz.:—Chief Officer, G. Prickett; 3rd Officer, T. Jones Parry; 4th Officer, W. H. Sweeney; Quarter-master, Lewis and Ward; Passengers, Dr. Lawson and Lieutenant Markham, Shropshire Regiment; and 25 Asiatics.

All the survivors are most enthusiastic in their praises of the Commander, who behaved during the whole of this anxious time in the coolest and most seamanlike manner, and nothing could have exceeded the skillfulness of the steps that he took for the safety of his ship, and the lives of those entrusted to his care. I may add that the remaining passengers express the same opinion of every officer belonging to this unfortunate vessel. The survivors remained at Sand Island all that night and until Wednesday at noon, when it was a fine weather; small junks then came and took them all to Pehoe, where they remained until Thursday morning (13th October), the Chinese priest looking after them and giving them food, &c. Thence they were taken to Makung where they were well received by the Mandarin and were entertained in the most kindly way.

The Douglas Co.'s steamer *Taiwan*, which had instructions to seek for the missing ship, left Amoy on Friday the 14th, and went to the northward part of the Pescadores, but finding nothing there, proceeded to Makung and then brought in the survivors to Amoy. The number of those that went down in the ship was roughly 125 all told.

THE OBSTRE OFFICIAL AND THE ACUTE REPORTER.

When first it became certain that the *Bokhara* was not safe, and that those on board might be in serious danger, perhaps in need of help or perhaps beyond assistance, from that time thousands of anxious friends and relatives were kept by hour, noon and more, and more, by the unsatisfied longing for news of those they loved; a number of persons, chiefly in the P. and O. and Naval services, controlled the sources of information, and from the first did their level best to choke off all questions, to keep the public in ignorance, by hook or by crook, as long as possible. The subordinate officers in each case could not help themselves, of course—they had to obey orders; but the obvious fillets who issued the *obstre* instructions—what of them? What possible excuse have they for their rigid, wooden, dog-in-the-manger policy? Why did they refuse to let people know all that concerned their unfortunate friends? Why were the P. and O. so reticent about the negotiations for sending the *Porpoise* in search? Why were the officers of the *Porpoise* ordered to give "absolutely no information to anybody" on their return?

There is no difference, however; the dog in the manger was a very wooden dog indeed, for it kept nobody away. Every newspaper in the Colony obtained full information, though not every one had the ability to do it justice. Still, the fact remains that "though orders may be orders, yet we got there just the same."

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE "BOKHARA" DISASTER.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—Sir, With reference to the lamentable *Bokhara* disaster, it has occurred to my mind and several other friends of the poor lost ones that their bodies might be brought here and accorded a public funeral. If this were done an identification would be possible, but even falling identification it would still afford the relatives and friends of the deceased some small though melancholy satisfaction to know that their dear ones were laid to rest in the Happy Valley, where a monument could be erected chronicling the names and records of those beneath.

The writer of these lines, as a sorrowing friend of several of the missing, would gladly undertake the supervision of the transport of the dead from the Pescadores to Hongkong, if thought worthy so honorable a duty.

Yours faithfully,

VETERAN.

Hongkong, October 18th, 1892.
[Our correspondent's suggestion does infinite credit to his sympathetic heart; but under all the circumstances of this most heart-rending catastrophe we cannot see that its adoption would serve any useful end—nor even as a tribute to sentiment. The remains of the victims of the *Bokhara* have already been buried and in our opinion it would be sacrilege to disturb them. That a memorial monument will be placed over their eternal resting place in the Pescadores is, of course, certain; but our duty at present is not with the dead, who are beyond our aid, but to do our utmost to alleviate the sufferings of the unfortunate living, the widows and orphans left helpless by one of the most disastrous occurrences the present generation in the Far East has experienced.—Ed. *Hongkong Telegraph*.]

THE "BOKHARA" DISASTER.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—DEAR SIR, In the interview with your representative yesterday afternoon I do not think I used all the adjectives which appear in his report with regard to the behaviour of the *Lucas* after the wreck. I certainly used the words "D—d swine," but at no time were they uttered, although it is possible that had circumstances been worse their behaviour might have been worse. Yours sincerely,

JAMES A. LOWSON.

Hongkong, 19th October, 1892.

NEWS BY THE AUSTRALIAN MAIL.

The China Navigation Co.'s steamer *Changsha*, Capt. J. E. Williams, arrived in harbour this morning from Sydney and Australian ports. For the subjoined telegrams we are indebted to our exchanges:—

LONDON, September 10th.
Sir J. J. C. Abbott, ex-Premier of the Dominion of Canada, who has been in failing health for some time, is much worse, and it is feared that he will have an attack of paralysis.

The trades organisations in Canada have passed resolutions demanding the abolition of the present system of assisted immigration to the Dominion.

September 12th.
The town of Hedy, in the province of Quebec, Canada, has been destroyed by fire. Over a hundred families have been rendered homeless. The damage caused by the fire is estimated at \$300,000.

The American crops for the present season show a decrease of crop as compared with the yearly average of the past decade.

The dispute between the Orient Steam Navigation Co. and the holders of the steamer *Opfer* was before the court again yesterday when judgment was given. The court found in favour of the plaintiff, and awarded the owners of the vessel damages to the extent of \$4,000 with costs.

Telegrams from Paris report that the cholera is spreading in that city to an alarming extent. The disease is aggravated by the decomposition of dead bodies. The experiment of withdrawing fresh blood has been tried without success. A steamer from Hamburg which has arrived at New York reports that during the passage 33 deaths occurred on board from cholera.

At yesterday's meeting of the Trades Union Congress at Glasgow a resolution in favour of legalising the eight hours system for miners was agreed to.

The Trades Union Congress yesterday dealt with a complaint made against the Glasgow wharf labourers, who were charged with working after they had been ordered to abstain. A resolution giving the delegates three minutes to explain was agreed to. The men would not deny the charge, and an extraordinary scene followed. The delegates were forcibly expelled from the meeting amidst great confusion and hissing, and cries of "Black-legs." Business was then resumed, and a resolution demanding the erection of sanitary dwellings by the State, to be leased to workmen at low rentals, was agreed to. A motion was carried demanding the restriction of the employment of foreign labour.

September 23rd.
A serious labour riot has broken out at the Island of St. Thomas, in the West Indies. The mob overcame the troops. They sacked the houses of the residents and maltreated women. The residents took refuge on the ships in the port. Reinforcements of troops were sent from St. Croix, and the outbreak was then quelled.

President Harrison has issued orders refusing to allow second-class passengers arriving by steamers from Europe to land in America unless they are American citizens, or are residents of the country. The notification has given rise to much confusion at Liverpool. Steamers which have already sailed from that port have been stopped at Queenstown to disembark the second-class passengers.

September 24th.
The death is announced of the Marchioness of Abergavenny, wife of William Nevill, first Marquis of Abergavenny.

Mr. Allen, secretary

The Share Market.

LATEST QUOTATIONS
 Hongkong and Shanghai Bank—100 per cent. prem., sales and sellers.
 The National Bank of China, Ltd.—on 7/10, paid up, 30 per cent. div., buyers.
 The National Bank of China, Ltd.—Founders' shares, \$200 per share, sellers.
 The Bank of China, Japan & the Straits, Ltd.—\$31, sellers.
 The Bank of China, Japan & the Straits, Ltd.—Founders' shares, 7/18, sales and buyers.
 Chinese Imperial Loan of 1884 B—24 per cent. premium, sellers.
 Chinese Imperial Loan of 1884 C—2 per cent. premium, buyers.
 Chinese Imperial Loan of 1886 E—14 per cent. premium.
 Union Insurance Society of Canton—\$85 per share, ex div., buyers.
 China Trade Insurance Company—\$57 per share, sellers.
 North China Insurance—Tia. 24 1/2 per share, buyers.
 Canton Insurance Company, Limited—\$105 per share, sales and buyers.
 Yangtze Insurance Association—\$102, buyers.
 On Tai Insurance Company, Limited—Tia. 150 per share.
 Hongkong Fire Insurance Company—\$257 1/2 per share, sales and buyers.
 China Fire Insurance Company—\$37 per share, sales and buyers.
 Hongkong, Canton, and Macao Steamboat Co.—\$28, sellers.
 China and Manila Steam Ship Company—28 per share, sales and buyers.
 Indo-China Steam Navigation Company, Limited—50 per cent. discount, sellers.
 Douglas Steamship Company—\$37 per share, ex div., sales and sellers.
 The Steam Launch Co., Limited—nominal.
 Hongkong and Whampoa Dock Company—\$76 per cent. premium, sellers.
 Geo. Fenwick & Co., Limited—\$15 per share, sellers.
 Hongkong Hotel Company—\$24, sales and sellers.
 Hongkong Hotel Co.'s Six per cent. Debentures—\$50.
 The Aquila Hotel and Building Company, Limited—\$24 per share, sales and buyers.
 The Shamshin Hotel Co., Limited—\$51 per share, sales and buyers.
 Punjonn and Sanglee Dosa Shimanan Milling Co.—\$22 1/2 per share, sellers.
 The Raab Gold Mining Co., Limited—25 cents per share, sellers.
 New Immers Mining Co., Limited—\$1 per share, sales and buyers.
 The Balmoral Gold Mining Co., Limited—nominal.
 Tongkui Coal Mining Co.—\$145 per share, buyers.
 The Jelabu Mining and Trading Co., Limited—\$5 per share, sales and sellers.
 The Selama Tin Mining Co., Limited—15 cents per share, sellers.
 London and Pacific Petroleum Co., Ltd.—\$14, nominal.
 China Sugar Refining Company, Limited—\$150 per share, sales and buyers.
 Luon Sugar Refining Company, Limited—\$15, nominal.
 A. S. Watson & Co., Limited—\$161 per share, sellers.
 Dakin, Cruickshank & Co., Limited—\$2 per share, buyers.
 Hongkong Dairy Farm Co., Limited—\$5 per share, sellers.
 The Kowloon Land Investment Co., Limited—\$8 per share, sellers.
 The Kowloon Land Investment Co., Limited—\$8, sales and sellers.
 The West Point Buildings Co., Limited—\$38 per share, sellers.
 H. C. Brown & Co., Limited—\$24 per share, sales and sellers.
 Hongkong and Kowloon Wharf and Godown Company—\$46 per share, sellers.
 Hongkong Rone Manufacturing Company, Limited—\$97 per share, sellers.
 Hongkong Gas Company—\$100 per share, sellers.
 Hongkong Ice Company—\$57 per share, buyers.
 Hongkong and China Bakery Company, Limited—\$66 per share, sellers.
 The Hongkong Brick and Cement Co., Limited—\$7 per share, sellers.
 The Green Island Cement Co.—\$5 per share, sellers.
 The Hongkong Electric Light Co., Limited—\$24 per share, sellers.
 The Hongkong Steam Laundry Co., Limited—\$5 per share, nominal.
 The Hongkong High-Level Tramway Co., Limited—\$35 per share, sellers.

EXCHANGE.

On London—Bank, T. T. 22 1/2
 Bank Bills, on demand 22 1/2
 Bank Bills, at 4 months' sight 22 1/2
 Credits at 4 months' sight 22 1/2
 Documentary Bills, at 4 months' sight 22 1/2
 On Paris—Bank, T. T. 22 1/2
 Bank Bills, on demand 22 1/2
 Credits at 4 months' sight 22 1/2
 On India—Bank, T. T. 22 1/2
 Bank Bills, on demand 22 1/2
 Credits at 4 months' sight 22 1/2
 On Shanghai—Bank, T. T. 22 1/2
 Bank Bills, on demand 22 1/2
 Credits at 4 months' sight 22 1/2
 Private, 30 days' sight 22 1/2

VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.

Mr. C. M. Belsaw and Mr. M. Porth.
 Mr. and Mrs. J. A. Robbins.
 Mr. Geo. Fenwick.
 Mr. E. C. French.
 Mr. Ed. Heron.
 Dr. Hirschberg.
 Mr. Thos. Howard.
 Mr. Alf. Lauenbach.
 Miss Guterbach.
 Mr. J. F. Matthews.
 Rev. J. M. Morton.

VISITORS AND RESIDENTS AT THE MOUNT AUSTIN HOTEL.

Mr. Beattie.
 Mrs. Blackburne.
 Mr. and Mrs. W. R. Hon. N. G. Mitchell.
 Mr. H. B. Buck.
 Consul Butler.
 Rev. R. F. Cobbold.
 Mr. Cochrane.
 Mr. and Mrs. C. C. Cohen.
 Mr. J. B. Coughtrie.
 Colonel Chaney.
 Mrs. W. E. Gaskell.
 Count and Countess de Gales.
 Mrs. Givoni.
 Mr. F. Holloway.
 Mr. W. C. Meyer.
 Mr. and Mrs. N. G. Mitchell.
 Mr. B. Israel.
 Mr. and Mrs. W. Matheson.
 Mr. Chas. C. Malach.
 Mr. and Mrs. H. McLeod.
 Mr. H. F. Meyrick.
 Mr. and Mrs. W. J. Phillips.
 Mr. A. Ross.
 Mr. A. S. Salomons.
 Mr. Taylor.
 Captain Tilly.

VISITORS AND RESIDENTS AT THE PEAR HOTEL.

Mr. Chaudet.
 Major Clayton.
 Mr. W. S. Davidson.
 Mr. Morton Jones.
 Mr. V. Kofod.
 Mr. F. Maltland.
 Mr. W. R. Needham.
 Surgeon-Colonel H. F. Paterson.
 Mr. and Mrs. Parkin.
 Mr. Sparrow.
 Mr. Strachan.
 Mr. Geo. L. Tomlin.
 Mr. David Wood.

Shipping.

ARRIVALS.
 HAIPHONG, French steamer, 874, Galliot, 18th Oct.—Haiphong 18th Oct. and Halloway 17th, General—Messageries Maritimes.
 CHANGSHA, British steamer, 1,463, J. E. Williams, 19th Oct.—Sydney 27th Sept., General—Butterfield & Swire.
 YUNPING, Chinese steamer, 167, S. H. Richards, 19th Oct.—Tientsin 11th Oct. and Chefoo 13th, Coals and General—C. E. & M. Co.
 BANTU, Dutch steamer, 1,457, L. von der Valk, 19th Oct.—Swatow 18th Oct., Ballast—Jardine, Matheson & Co.
 FORMOSA, British steamer, 674, H. Bathurst, 19th Oct.—Tamsui 16th Oct., Amoy 17th, and Swatow 18th, General—D. LaPrall & Co.
 PICCOLA, German steamer, 875, E. Hase, 19th Oct.—Cebu 13th Oct., Sugar—Melchers & Co.

CLEARANCES AT THE HARBOUR OFFICE.
 Hongkong, British steamer, for Sourabaya.
 Hongkong, Chinese steamer, for Chefoo, &c.
 Ash, Danish steamer, for Halloway, &c.

DEPARTURES.
 October 18, Dori, German str., for Canton.
 October 18, Mysoo, Chinese str., for Canton.
 October 19, Sydney, French steamer, for Saigon and Manille.
 October 19, Peking, British str., for Swatow, &c.
 October 19, Ash, Danish str., for Halloway, &c.
 October 19, Chang Hye Tong, British steamer, for Amoy.
 October 19, Hongkong, British steamer, for Sourabaya.
 October 19, Peking, Chinese str., for Chefoo, &c.
 October 19, Peking, Chinese str., for Yoko-hama and Kobe.
 October 19, Glenfalloch, British steamer, for Shanghai.

PASSENGERS—ARRIVED.
 Per Ching-sha, str., from Sydney, &c.—Mr. and Mrs. Douglas, Mr. and Mrs. Hip Wai, Mr. Cousins and child, Messrs. G. Henneisy, Shaw, Matthews, Wilsberg, and 70 Chinese.
 Per Haiphong, str., from Haiphong for Hongkong—Mr. Hecht, and 53 Chinese. From Halloway, 41 Chinese.
 Per Yangtze, str., from Tientsin, &c.—19 Chinese.
 Per Bantou, str., from Swatow, &c.—24 Chinese.
 Per Formosa, str., from Tamsui, &c.—Rev. Father Jacquemont, and 159 Chinese.

REPORTS.
 The Chinese steamship Yangtze, which sailed Tientsin on the 17th inst., and which was on the 18th, from Tientsin to Chefoo, had light variable winds and fine weather. From Chefoo to Harshans and thence to port had light to strong moderate and light breeze.
 The British steamship Ching-sha, which sailed Sydney on the 17th inst., and which was on the 18th, from Sydney to Chefoo, had light variable winds and fine weather. From Chefoo to Harshans and thence to port had light to strong moderate and light breeze.
 The British steamship Formosa, which sailed Tamsui on the 16th inst., and which was on the 17th, from Tamsui to Swatow, had light variable winds and fine weather. From Swatow to port had light to strong moderate and light breeze.

Post Office.

MAIL WILL CLOSE
 For Straits and Calcutta—Per Ching-sha, str., to-morrow, the 20th inst., at 11 1/2 A.M.
 For Singapore, Batavia, Sumbawa, and Sourabaya—Per Bantou, str., to-morrow, the 20th inst., at 11 1/2 A.M.
SHIPPING IN HONGKONG
STEAMERS.
 ASAGO, Japanese steamer, 1,531, H. Sock, 17th Oct.—Nagasaki 11th Oct., Coals—Mitsui Bishi Colliery, Ltd. (Agent).
 Ask, Danish steamer, 683, Rev. Beckwith, 17th Oct.—Haiphong 17th Oct., and Halloway 17th Oct., General—Messageries Maritimes.
 BANTU, Dutch steamer, 1,457, L. von der Valk, 19th Oct.—Swatow 18th Oct., Ballast—Jardine, Matheson & Co.
 BENTON, British steamer, 1,457, L. von der Valk, 19th Oct.—Swatow 18th Oct., Ballast—Jardine, Matheson & Co.
 BENTON, British steamer, 1,457, L. von der Valk, 19th Oct.—Swatow 18th Oct., Ballast—Jardine, Matheson & Co.
 BENTON, British steamer, 1,457, L. von der Valk, 19th Oct.—Swatow 18th Oct., Ballast—Jardine, Matheson & Co.

Shipping.

ARRIVALS.
 HAIPHONG, French steamer, 874, Galliot, 18th Oct.—Haiphong 18th Oct. and Halloway 17th, General—Messageries Maritimes.
 CHANGSHA, British steamer, 1,463, J. E. Williams, 19th Oct.—Sydney 27th Sept., General—Butterfield & Swire.
 YUNPING, Chinese steamer, 167, S. H. Richards, 19th Oct.—Tientsin 11th Oct. and Chefoo 13th, Coals and General—C. E. & M. Co.
 BANTU, Dutch steamer, 1,457, L. von der Valk, 19th Oct.—Swatow 18th Oct., Ballast—Jardine, Matheson & Co.
 FORMOSA, British steamer, 674, H. Bathurst, 19th Oct.—Tamsui 16th Oct., Amoy 17th, and Swatow 18th, General—D. LaPrall & Co.
 PICCOLA, German steamer, 875, E. Hase, 19th Oct.—Cebu 13th Oct., Sugar—Melchers & Co.

Shipping in Hongkong.

STEAMERS.
 ASAGO, Japanese steamer, 1,531, H. Sock, 17th Oct.—Nagasaki 11th Oct., Coals—Mitsui Bishi Colliery, Ltd. (Agent).
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 BENTON, British steamer, 1,457, L. von der Valk, 19th Oct.—Swatow 18th Oct., Ballast—Jardine, Matheson & Co.

Visitors and Residents at the Mount Austin Hotel.

Mr. Beattie.
 Mrs. Blackburne.
 Mr. and Mrs. W. R. Hon. N. G. Mitchell.
 Mr. H. B. Buck.
 Consul Butler.
 Rev. R. F. Cobbold.
 Mr. Cochrane.
 Mr. and Mrs. C. C. Cohen.
 Mr. J. B. Coughtrie.
 Colonel Chaney.
 Mrs. W. E. Gaskell.
 Count and Countess de Gales.
 Mrs. Givoni.
 Mr. F. Holloway.
 Mr. W. C. Meyer.
 Mr. and Mrs. N. G. Mitchell.
 Mr. B. Israel.
 Mr. and Mrs. W. Matheson.
 Mr. Chas. C. Malach.
 Mr. and Mrs. H. McLeod.
 Mr. H. F. Meyrick.
 Mr. and Mrs. W. J. Phillips.
 Mr. A. Ross.
 Mr. A. S. Salomons.
 Mr. Taylor.
 Captain Tilly.

HONGKONG—STEAMERS—Continued.

ARRIVALS.
 FAME, British steamer, 117, Captain McLeese, Hongkong Government tender.
 FAMA, Danish steamer, 397, C. L. Strand, 16th Oct.—Pakhoi 12th Oct., and Halloway 14th, General—Arnold, Karberg & Co.
 MEMOR, British steamer, 866, B. Branch, 17th Oct.—Sandakan 12th Oct., Timor, Raitah, General—Butterfield & Swire.
 NURNBERG, German steamer, 1,206, B. Blanks, 16th Oct.—Yokohama 8th Oct., Higo 10th, and Nagasaki 12th, Mails and General—Melchers & Co.
 OORITA, British steamer, 419, J. M. Daly, 23rd May.—Singapore 16th May, General—Butterfield & Swire.
 PERA CHOM KLAO, British steamer, 1,011, J. Fowler, 13th Oct.—Bangkok 12th Oct. and Koh-ai-chang 5th, General—Butterfield & Swire.
 PILOT FIRE, British steamer, 161, A. Stopani, Hongkong and Whampoa Dock Co.
 PROTOS, German steamer, 1,050, H. Johannsen, 15th Oct.—Moj 5th Oct., Coals—Wielor & Co.
 TAILER, German steamer, 533, Calender, 1st Oct.—Kobe 25th Sept., Coals—Meyer & Co.
 TAIYUEN, German steamer, 674, J. Bruhn, 16th Oct.—Macao 16th Oct., Ballast—Ed. Schellhaus & Co.

Sailing Vessels.

ARRIVALS.
 ALBANY, British ship, 1,438, W. S. Brownell, 2nd Oct.—New York 7th May, Kerosene Oil—Reuter, Brockmann & Co.
 CONSTANCE, British ship, 1,506, Lagley, 18th August.—New York 12th August, Petroleum—C. E. & M. Co.
 ELIE, German ship, 1,375, H. Bremer, 15th August.—New York 3rd April, Petroleum—Arnold, Karberg & Co.
 ERLENBURG, Chinese bark, 477, Optima Examination hulk, Stonecutter's Island—Chinese Customs.
 E. SOUL, American bark, 1,443, Ballard, 14th Sept.—Newcastle (N.S.W.), 23rd July, Coals—Geo. R. Stevens.
 HENRICH, German bark, 923, Hense, 22nd July.—Singapore 10th July, Timber—Chinese.
 ISAAC REED, American ship, 1,450, F. D. Walde, 14th August.—New York 4th April, Kerosene Oil—Reuter, Brockmann & Co.
 JESSEMAN, German bark, 883, A. Oessmann, 21st Sept.—Hamburg 29th April, General—Arnold, Karberg & Co.
 J. Y. ROBBINS, British schooner, 178, Crooby, 11th Sept.—New York 10th May, Petroleum—C. E. & M. Co.
 NAM-CHUNG-SHING, Chinese schooner, 300, Luk Lai-tong, 24th August.—Yee-on 11th Aug., Timber—Yung Kee.
 ORIENTE, Italian bark, 1,534, M. Moretti, 17th August.—New York 2nd May, Petroleum—Order.
 PERSEUS, British bark, 737, Wood, 2nd Oct.—Calcutta 22nd August, and Cango 19th Sept., Timber—Gibb, Livingston & Co.
 RICHARD PAXSON, American bark, 1,110, W. F. Thornton, 20th August.—Shanghai 20th July, Ballast—Arnold, Karberg & Co.
 SACHEN, American ship, 1,350, W. H. Gould, 20th Sept.—New York 24th May, Oil—Shewan & Co.
 SANTA CLARA, American ship, 1,474, R. W. Fuller, 14th Sept.—New York 23rd April, Kerosene Oil—Jardine, Matheson & Co.

For Sale.

THEY LEAD THEM ALL.

THE CELEBRATED CALIFORNIA WINES.

from the well-known Vineyards of Messrs. KOHLER and VAN BROCKEN, San Francisco, and JULIAN P. SMITH (Olivier) Livermore, California.

Guaranteed to be Pure and Unadulterated.

Pure BLACKBERRY BRANDY and Fresh Consignments of BARTLETT SPRING MINERAL WATER by each Steamer.

Priced forwarded on application to

MACONDRAY BROTHERS & Co., Commission Merchants, No. 30, Water Street, Yokohama, 12th August, 1892. [844]

FOR SALE.

THE SCHOONER "MONTIARA."

AS SHE NOW LIES IN YAU-MA-TI BAY.

Length 75 feet.
 Beam 17 feet.
 Depth of hold 7 1/2 feet.
 Registered Tonnage 75 tons.

(Owing to recent alterations the carrying capacity of the Montara has been increased to 130 tons net weight.)

The Montara was built in Singapore, is most solidly constructed of teak throughout, with iron-work frames, has recently been thoroughly overhauled under experienced European supervision, and is now in excellent condition. She is a very fast sailer and a most suitable vessel for the Canton trade, or would make a first-class lighter.

For Particulars as to Price, &c., apply to R. FRASER-SMITH, 6, Pedder's Hill, Hongkong, 17th May, 1892. [525]

FOR SALE.

THE ENGINES AND BOILER OF THE CHINESE GUNBOAT "CHOP-CHUENG."

AS THEY LIE AT ANKERS DOCK.

The Engines of the Chop-chueng were constructed by Messrs. Inglis & Co., of Glasgow, and are of the Compound Inverted Cylinder Direct-Acting Surface Condensing type. Cylinders 20 1/2 and 30 1/2 dia., with a stroke of 26 1/2 and 30 1/2 dia. at the journals. The H.P. Piston Rod is 3 1/2 and the L.P. 3 1/2 dia. The Piston and Connecting Rod bolts are 2 1/2 dia. Air Pump 14 1/2 dia. by 13 stroke, Single Acting Crankshaft Pump 8 1/2 dia. by 13 stroke, and Double Acting Feed and Bilge Pump (one each) 5 1/2 dia. by 13 stroke.

These Engines have been very little used and are in thoroughly good order.

The Boiler is of the Horizontal Multitubular type, with three Furnaces and vertical Down draught. It is 16 ft. 6 in. by 10 ft. 6 in. long, external measurements; Furnaces, 21 1/2 dia., Dome 14 1/2 dia. by 14 1/2 in. Tubes, 1 1/2 in. diameter by 3 1/2 in. It is in fairly good condition, having recently undergone considerable repairs, and would last in active service for over five years.

The Engines and Boiler have been inspected on application to the Superintendent at Aberdeen Dock.

For further particulars, apply to R. FRASER-SMITH, 6, Pedder's Hill, Hongkong, 17th May, 1892. [526]

Mails.

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THE OVERLAND RAILWAYS.

ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.

Brigit, Thursday, 10th November.

Oceanic, Tuesday, 20th November.

Galle, Tuesday, 20th December.

THE Steamship "BELGIC"

will be despatched for San Francisco, via Yokohama, on THURSDAY, the 10th November, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.

From Hongkong, First-class.

To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O.

To Liverpool and London 345.00

To Paris and Bremen 345.00

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Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

DESTINATION.	Day Ticket.	Continental Ticket.
Kansas City, Mo., Omaha, Neb.	285.00	291.50
St. Louis, Mo.	291.50	291.50
St. Paul, Minn., Minneapolis, Minn.	291.50	291.50
Chicago, Ill.	291.50	291.50
Milwaukee, Wis.	291.50	291.50
Cincinnati, Ohio	301.50	301.50
Columbus, Ohio	301.50	301.50
Detroit, Mich.	301.50	301.50
Cleveland, Ohio	301.50	301.50
Toronto, Canada	301.50	301.50
Pittsburg, Penn.	301.50	301.50
Niagara Falls, N.Y., Buffalo, N.Y.	301.50	301.50
Washington, D.C., Baltimore, Md.	301.50	301.50
Montreal, Canada	301.50	301.50
Philadelphia, Penn.	301.50	301.50
New York	301.50	301.50
Boston, Mass.	301.50	301.50
Portland, Maine	301.50	301.50

All the above Rates are in Mexican Dollars.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months 337.50

12 months 393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 13th October, 1892.

F. Blackhead & Co.,

SHIP-CHANDLERS, SAIL-MAKERS, and PROVISION MERCHANTS.

NAVY CONTRACTORS, & GENERAL COMMISSION AGENTS

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HARTMAN'S GREY PAINT, specially manufactured for coating the inside of STEEL SHIPS.

SPECIAL SELECTED EXTRA PRIME PORK and BEEF in Barrels.

Also AMERICAN PRIME SUGAR-CURED HAM and BACON.

CHR. MOTZ & CO. BORDEAUX CLARET, CEMENT from the celebrated Factory of Hemmors.

FLensburg STOCK, BEER, ENGINEERS' and BLACKSMITHS' MACHINERY and TOOLS.

EVERY KIND OF SHIP'S STORES and REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

ALL KINDS OF COALS SUPPLIED AT THE SHORTEST NOTICE.

Des Cellars at all times old BRANDY, COGNAC, & Star, selected expressly for F. & C. Co., Sole Agents.

SOLE AGENTS FOR CHINA AND JAPAN FOR THE TULE LIFE PRESERVER AND RAFT.

Manufactured by the LECTULE IMPROVEMENT COMPANY, SAN FRANCISCO, CAL.

Creolin

Acknowledged by the scientific world as the MOST EFFECTIVE DISINFECTANT, DEODORISER and GERMICIDE.

It is neither poisonous nor caustic, may be used by everybody without the slightest apprehension.

Hongkong, 6th March, 1892. [518]

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PROPOSED SAILINGS FROM HONGKONG.

City of Peking, Saturday, 22nd Oct. China, Tuesday, 1st Nov.

City of Rio de Janeiro, Saturday, 19th Nov. (via Honolulu).